

SCOTT MONUMENT.—The committee for this monument are now turning their attention to the necessary decoration of it, by proceeding to raise a fund for the purpose of filling its niches with figures of characters appropriately selected from the works of the Scottish Shakespeare. Those already erected are the figures of the Last Minstrel, Lady of the Lake, Prince Charles, and Meg Merrilees, which severally represent his first poem, his most popular poem, his first novel, and his most popular novel. We are glad to hear that the committee are bestirring themselves for the purpose of raising additional funds to enable them to have the other niches filled in a similar manner, as without this, Mr. Kemp's design would be left incomplete in its most important object, that of filling the mind of the spectator with recollections of the great author's wonderful works.

OLD FAIRLIGHT CHURCH, NEAR HASTINGS.—The *Times*, says this humble, but curious and ancient structure, is about to be pulled down. It is one of the last of a class of religious edifices now almost swept from the land by the ruthless hand of modern taste, and there seems to be really no just grounds for destroying this church; it is not in a ruinous state, and is quite large enough for the wants of the place; in fact, in the winter months it is never full, and only so in the summer, when visitors attend from the neighbouring watering-place, chiefly on account of its quiet, retired situation. The old inhabitants of the parish are against its demolition; they feel that if the building be not gay or attractive in itself, it is nevertheless the old church wherein the rude forefathers of the hamlet worshipped for many ages, and around which many take their eternal rest, and they view with surprise and aversion its removal to make way for a new structure. A very small sum would be enough to put it into good repair, and it is to be hoped that the dignitaries of the church will yet avert the doom to which the building will in a few days be consigned unless they interpose.

BRITISH ENGINEERING.—A short time since, a portion of the tunnel of Campiell, on the line of railway between Belgium and Rhineish Prussia, gave way, but without causing loss of life. Since that occurrence, the communication between the two countries has seriously been retarded, both from apprehensions on the part of the public, and obstructions created by the recent heavy falls of snow. These circumstances attracted the notice of the Government, who accordingly, a few days since, brought before the Chamber of Representatives a project for substituting an open cut for the tunnel in question, and applied for 300,000*l.* to carry out that object. It was stated during the discussion, that the falling in of a portion of the tunnel was to be ascribed to the bad quality of the bricks which had been used in the construction, and to the want of sufficient lime thickness in the partition walls. One member demanded the Minister of Works to institute a special inquiry into the causes of the accident, with the view of ascertaining whether there were not sufficient grounds for prosecuting the engineers. The Minister, in reply, observed, that Belgian engineers were highly estimated abroad—that they had been engaged in the majority of the German States, where the formation of railways was commenced or contemplated—and that in no foreign railways had more talent or science been displayed than on the Belgian, and that none presented greater prospects or guarantees for safety.

CAIRO AND SUZ RAILWAY.—By advices which have recently been received from Alexandria, it appears that His Highness Mehemet Ali has arranged with Mr. Galloway, the London engineer, for carrying out forthwith the execution of this long-projected railway. The vast importance of this work to Great Britain, and the advantage and facility it will afford to our Indian passengers and mails, inasmuch as the crossing this desert of eighty miles now occupies as much time as going from Alexandria to Cairo, a distance 220 miles, must be evident to every one; besides which, it is well known that the fatigue, inconvenience, and expense of the desert journey in many cases deter travellers from availing themselves of the overland route to India. When this rail-

road is completed, the journey across the desert may be accomplished in three hours with ease, comfort, security, and economy, as it will no longer be necessary to send out supplies of food and water in the desert, which at present are requisite, in consequence of the time occupied in the journey. We sincerely hope, that before three years shall have elapsed we may have it in our power to congratulate Great Britain on the achievement of this useful and gigantic work. The following are the distances across the desert between Cairo and Suex, dividing the line into stations:—

From Cairo to No. 3 station	17 4 18
(Road sandy, and slightly irregular.)	
From No. 3 to 4 station	28 5 7
(First stage sandy and irregular, second hard and smooth.)	
From No. 4 to 5 station	22 7 2
(First stage hard and regular, last hard but rugged.)	
From No. 5 to Suex	32 1 4
(Both stages hard and level.)	
Total distance	100 1 81

NOTICES OF CONTRACTS.

For a survey of the Messuages, Lands, and Hereditaments liable to poor rates, in the parish of Tydd St. Mary, Lincolnshire; together with a plan thereof, upon a scale of three chains to an inch, a tracing of such plan, and a book of reference in duplicate. The parish contains from 4,000 to 5,000 acres. March 3.

For the Mason's and Pavior's Works, supply of Guernsey Granite Chippings and Yorkshire Paving, for one year, from the 25th of March next, for the parish of St. George, Hanover-square. March 4.

For the supply of 20,000 tons of Iron Rails, and 7,000 tons of Iron Chains, for the Newcastle and Berwick Railway. March 4.

For the supply of 100,000 Railway Sleepers for the Newcastle and Berwick Railway. March 4.

For repairing or new-paving the Foot-ways and Carriage-ways in the parish of St. John the Evangelist, Westminster, and parts of St. Margaret's parish, for one year, from Lady-day next. March 4.

For a supply of thirty iron Lamp-posts and Columns, according to pattern, each weighing at least four cwt. March 5.

For supplying 2½ inch Yorkshire Paving, Granite Kerb, Circular Kerb, Granite Channel Paving, and faced Granite Stones for crossings, within the district of Camden Town for three years from the 25th of March next. March 6.

For completing the Works connected with the inclosing and annexing certain Land lately purchased for the improvement of Newport Bridewell, in the Isle of Wight. March 8.

For repairing the footway pavements, and providing and laying new curb and other stone; for repairing the carriage-way, pavements, and providing and laying new granite and other stone, during one year from Lady-day next, for the united parishes of St. Andrew, Holborn, and St. George-the-Martyr, Middlesex. March 8.

For paving and repairing the Carriage-ways and Foot-ways within the parish of St. Paul, Covent-garden. March 11.

For supplying and laying down about 400 yards of cast-iron Pipe, of 10 inches diameter, for the Commissioners of the Southampton Water-works. March 13.

For building a Sewer in the City-road, St. Luke's, near Charles-street, in length about 401 feet; and lowering an existing Sewer, in length about 130 feet. March 14.

For the repairs and restoration of the Tower and Nave of St. Mary's Church, Nottingham. March 17.

APPROACHING SALES OF WOOD, &c.

BY AUCTION.

March 3.—At the Greyhound, Sandy, Bedfordshire: a large fall of remarkably large Larch and excellent Scotch Spruces.

March 4.—At the Green Man Inn, Flaxhet, Essex: 220 capital Timber Trees, 200 superior Poles, of large dimensions, part nearly timber-girth, consisting of Lime, Ash, Beech, Oak, Black Poplar, Birch, and Hornbeam.

March 4.—In the Wood on the Deadmossy Estate, near Market-street, Herts: 1,100 large Oaks; 3,500 smaller Oaks; 400 large Beech; 600 smaller Beech; 1,000 Oak poles.

March 4.—At the Red Lion Inn, Workshop: a large quantity of very valuable Oak, Larch, Beech, Elm, and other Timber Trees, now standing at Workshop, Clumber, and Martin, near Bawtrey.

March 4.—At the Harrow Inn, Lower Warrington, Wilt: 72 Elm Trees, 2 Oaks, and 1 Ash.

March 4.—At Whittan, near Hounslow and Twickenham: 350,000 Malm, Stock, and Grizzled Bricks, 13 tons of Lead, 12 squares of Slating, 3,000 feet of York and Portland Paving, 10,000 Glazed Pantries, &c. &c.

March 7.—At the Hall of Commerce, Thread-needle-street: 500 loads of large Yellow Pine Timber, 20,000 Baltic and Colonial Deals.

March 11.—At the King's Head Inn, Enfield, Middlesex: 200 Oak Timber Trees of large dimensions and excellent quality, 34 Elm and 24 Ash Trees.

The last week in March, or the first week in April next.—A large quantity of Oak and Elm Timber, of superior quality and large dimensions, principally growing in the woods on the Orchard-leigh Estate, near Frome, Somerset.

Lastly.—At Porten: a valuable cargo of Mahogany and Cedar in Logs and Planks.

COMPETITIONS.

Plans and Elevations for a new-Workhouse with the requisite offices, capable of accommodating 400 inmates, for the Canterbury Incorporation. The architect is requested to state the amount of premium he will require for the use of his plan and specifications in the event of the Court of Guardians adopting the same, and appointing their own surveyor to superintend the works. March 8.

Plans for the most convenient mode of landing or embarking passengers, carriages, &c., &c., at George's Pier-head, Liverpool. A Premium of 200*l.* will be given for the Plan selected and acted upon, and a Premium of 100*l.* will be given for that Plan which may be deemed to be the best in utility. March 19.

MEETINGS OF SCIENTIFIC BODIES

During the ensuing week.

MONDAY, March 3.—Entomological, 17, Old Bond-street, 8 P.M.; Chemical (Society of Arts), Adelphi, 8 P.M.; Medical, Bolt-court, Fleet-street, 8 P.M.

TUESDAY, 4.—Linnæan, Soho-square, 8 P.M.; Horticultural, 21, Regent-street, 3 P.M.; Civil Engineers, 23, Great George-street, 8 P.M.

WEDNESDAY, 5.—Society of Arts, Adelphi, 8 P.M.

THURSDAY, 6.—Zoological, Hanover-square, 3 P.M.; Royal, Somerset House, 8½ P.M.; Antiquaries, Somerset House, 6 P.M.

FRIDAY, 7.—Royal Institution, Albemarle-street, 8½ P.M.; Botanical, 20, Bedford-street, Covent-garden, 8 P.M.

SATURDAY, 8.—Royal Asiatic, Regent-park, 4 P.M.; Westminster Medical, 32, Nockville-street, 8 P.M.; Medical, Bolt-court, Fleet-street (Anniversary).

TO CORRESPONDENTS.

"W. F. P."—The sketch is declined with thanks.

"New Corn Exchange, Romford."—We cannot lend ourselves to attacks on individuals without being fully satisfied that they are just. The papers sent give no such assurance. As to the amount of premium offered, if architects can be found sufficiently foolish to submit plans for a Corn-Exchange, Lecture and Reading-rooms, &c., to a tribunal of which they know nothing, for the remote chance of obtaining ten guineas! they will deserve just what they are likely to get, namely, their trouble and outlay for their pains and weakness.

"Pro bono publico" (Colchester) must remember that we have many classes of readers to gratify. His wishes, however, shall not be lost sight of.

"The Rev. W. D." (Montreal).—Any information on the state of architecture and building in the colonies will be acceptable.

"A Hand-railist" inquires "what course we would recommend to a person who knew how to construct an exceedingly useful and valuable machine of novel character, but whose means were not such as would enable him to obtain a patent."—Consult confidentially some capitalist.

"The Rev. J. F." (Yorkshire).—The appeal shall be read. As to the drawings, it would be wrong to answer without seeing them, but we have no doubt they would be useful.

"D. W. B."—We "are quite willing to aid the wishes and intentions of those who are resolved to agitate the subject of Architectural Competitions, until a system, acknowledging principles of justice and honesty (at least), shall become recognized," but we think the "Translator" has hardly case enough at present.

"M. B. A."—Next week.

"A Subscriber" (Liverpool) wishes to be referred to the best works on copper-smelting, and the construction of smelting-furnaces, with the names of the publishers.